

**To:** Machiele, Paul[machiele.paul@epa.gov]  
**From:** National Ethanol Conference  
**Sent:** Mon 2/9/2015 4:33:46 PM  
**Subject:** Don't Miss Out on the NEC/Network Before You Go

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## Not Too Late to Attend the NEC

It's not too late to join your industry colleagues at the RFA's **20th Annual National Ethanol Conference (NEC): Going Global**. Started in 1996, the NEC continues to be the most widely attended executive level conference for the ethanol industry. More business meetings are conducted and contacts made at the NEC than any other ethanol conference.

### Program Highlights

#### Keynote Address:

- **Ambassador Ron Kirk**, former U.S. Trade Representative

#### RFS Update: U.S. EPA Perspective

- **Christopher Grundler**, Director, Office of Air Quality and Transportation, U.S. Environmental Protection Agency

#### Global Energy Market Outlook

- **John Kingston**, Director of Market Insight and President, McGraw Hill Financial Global Institute

#### Competitive Outlook of the Brazilian Ethanol Sector Relative to the U.S.

- **Owen Wagner**, Senior Economist - North America, LMC International, Ltd.

#### RFS and LCFS: Driving Demand or Stuck in Neutral?

- Moderator: **Geoff Cooper**, Senior Vice President, Research & Analysis, RFA
- **Jeremy Martin**, Senior Scientist, Union of Concerned Scientists

- **Neil Koehler**, President, CEO and Co-Founder, Pacific Ethanol, Inc.
- **Michael Rensing**, Ph.D., Director, Renewable and Low Carbon Fuels, British Columbia Ministry of Energy and Mines

#### **Going Global: Building Ethanol Demand Internationally**

- Moderator: **Ed Hubbard**, General Counsel, Renewable Fuels Association
- **Pedro Paranhos**, Vice President, International, Eco-Energy
- **Jim Galvin**, CEO, Lakeview Energy
- **Henrique Pacini**, Economic Affairs Officer, United Nations Conference on Trade and Development
- **Mike Dwyer**, Director, Global Policy Analysis Division, Foreign Agricultural Service/USDA
- **Robert Wright**, Secretary-General, cPURE

#### **Washington Insiders' Panel**

- Moderator: **Bob Dinneen**, President and CEO, Renewable Fuels Association
- **Shane Karr**, Vice President of Federal Government Affairs, Alliance of Automobile Manufacturers, Inc.
- **Bob Greco**, Group Director, Downstream and Industry Operations, American Petroleum Institute
- **Brooke Coleman**, Executive Director, Advanced Ethanol Council
- **Jon Doggett**, Executive Vice President, National Corn Growers Association
- **John Eichberger**, Executive Director, Fuels Institute and Vice President of Government Relations, National Association of Convenience Stores

#### **Advanced Ethanol Industry Breaks Through; Now What?**

- Moderator: **Brooke Coleman**, Executive Director, Advanced Ethanol Council
- **William Feehery**, President, DuPont Industrial Biosciences
- **Guido Ghisolfi**, CEO, Beta Renewables
- **Adam Monroe**, Americas Regional President, Novozymes

#### **The Road Ahead for Higher Blends**

- Moderator: **Robert White**, Vice President, Industry Relations, Renewable Fuels Association
- **Kristi Moriarty**, Senior Analyst, National Renewable Energy

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Laboratory

- **John Eichberger**, Executive Director, Fuels Institute and Vice President of Government Relations, National Association of Convenience Stores
- **Brian West**, Deputy Director of the Fuels, Engines, and Emissions Research Center, Oak Ridge National Laboratory

#### **How Rail Safety and Congestion are Impacting the Marketplace**

- Moderator: **Kelly Davis**, Director, Regulatory Affairs, Renewable Fuels Association
- **Dana Lewis**, Chief Administrative Officer, Redfield Energy
- **Todd Tranausky**, Editor, North American Transportation, Argus Media
- **Tim Butters**, Acting Administrator, Pipeline and Hazardous Materials Safety Administration (PHMSA)
- **Thomas Simpson**, President, Rail Supply Institute

#### **DDGS: Current Marketing and Regulatory Issues**

- Moderator: **Kelly Davis**, Director, Regulatory Affairs, Renewable Fuels Association
- **Alvaro Cordero**, Manager of Global Trade, U.S. Grains Council
- **Hubert Hamer, Jr.**, Director, Statistics Division, USDA's National Agricultural Statistics Service (NASS)

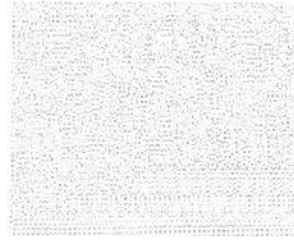
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With numerous networking opportunities, more business meetings are conducted and contacts made at the NEC than any other ethanol conference.

## Networking Opportunities Available

Don't miss these great opportunities for interaction with your colleagues in smaller, more intimate settings.

### Annual Golf Outing

#### **Cowboys Golf Club**

Wednesday, February 18, 2015

9:00 am Shotgun Start

Join 120 of your industry colleagues already registered to play in the annual NEC golf tournament! The golf outing provides exclusive networking opportunities in a smaller group setting for our players and sponsors. For more information [Click Here](#).

### Networking Day Trip

#### **JFK Museum and Driving Tour**

Wednesday, February 18, 2015

10:00 am – 3:45 pm

Only a few spaces remain! Follow in the steps and the final hours of President John F. Kennedy's visit to Dallas on November 22nd, 1963. The day includes a guided walking tour of Dealey Plaza and a visit to the Sixth Floor Museum in the old Texas School Book Depository, which is a chronicle of the life and legacies of Kennedy. After lunch embark on a driving tour following Lee Harvey Oswald's escape route and capture. The event is open to registered attendees and their spouses/guests. For more information [Click Here](#).

Spouse/Guest Program

**Original Neiman Marcus and Dallas Arts Tour**

Thursday, February 19, 2015

10:00 am – 3:45 pm

The day includes a tour of the original Neiman Marcus department store, an iconic landmark which was founded in 1907 and is headquartered in Dallas. There you'll be treated to an exclusive fashion show featuring "Ken's Trends" – the creative director of Neiman Marcus. After an elegant lunch in the world-famous Zodiac Room, it's time for unparalleled luxury shopping and an arts tour at Dallas' NorthPark Mall, named one of the "7 Retail Wonders of the Modern World." NorthPark features internationally-acclaimed 20th century artwork on display including Andy Warhol, Frank Stella, Joel Shapiro, Jim Dine, Jonathan Borofsky, James Rosenquist, Antony Gormley, Barry Flanagan and Beverly Pepper. To learn more, [Click Here](#).

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**To:** Machiele, Paul[machiele.paul@epa.gov]  
**From:** National Ethanol Conference  
**Sent:** Mon 12/8/2014 3:10:58 PM  
**Subject:** Why Others Attend the NEC

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#### Why Others Attend the NEC

The **National Ethanol Conference (NEC)** is regarded as the preeminent conference for delivering accurate, timely information on public policy and marketing issues facing the ethanol industry. In 2014, more than 1,200 industry leaders and professionals attended the NEC, representing 40 states, the District of Columbia and 16 countries. The majority attend for the networking opportunities, to learn more about government policies, and for business development.

With numerous networking opportunities, more business meetings are conducted and contacts made at this conference than any other ethanol conference. Don't miss your chance to grow your business at the NEC. Register Today!

#### What Attendees Are Saying...

"The NEC is the one venue that provides me with the opportunity to meet with and learn from fellow ethanol producers, catch up on important trends in the industry, gain valuable technical information, and preview new technologies and offerings from the latest research and from industry suppliers. Our small company sends a large contingent of staff and board members to NEC each year because of the value we find in the relationships, the information, and the networking this unique event provides. We get a tremendous amount of business conducted in a very short time. Well worth our investment!"

**Randall Doyal, CEO, Al-Corn Clean Fuel and Chairman, RFA;  
attendee of all 20 NECs**

"The National Ethanol Conference (NEC) provides a unique forum that connects ethanol marketers, ethanol producers, petroleum marketers and retailers together under one roof. If you plan to market ethanol-blended fuels such as E15 and E85 at retail, the 2015 NEC is a must-attend. At Protec, we see great value in attending the NEC each year for our bottom line."

**Steve Walk, VP of Protec Fuel**

"I have attended all of the NEC conferences since 2005. It has been and continues to be great value to Fremont Industries for meeting key people in the ethanol industry. Plus it helps us to get the pulse of the industry for the upcoming year."

**Rob Herbon, Executive Brand Manager/Ethanol, Fremont Industries, Inc.**

"The NEC is the most valuable national event that I attend each year. I look forward to getting the latest information on the status of the industry and what issues are anticipated in the coming year to prepare for meeting those challenges. It's also a great opportunity to re-connect with colleagues and meet new people who share the same interest and goals."

**Lucy Norton, Managing Director, Iowa Renewable Fuels Association and attendee of all 20 NECs**

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**To:** Machiele, Paul[machiele.paul@epa.gov]  
**Cc:** Jung, Zoltan[Jung.Zoltan@epa.gov]  
**From:** Lindsay Fitzgerald  
**Sent:** Wed 4/8/2015 3:12:26 PM  
**Subject:** Meeting: Technical Update  
[FY2014 Technical Program Plan Descriptions.docx](#)  
[Technical Summary Activities to EPA May 2014.docx](#)

Good Morning Paul and Zoltan-

We are currently finalizing a technical update for you and your team. This will be similar to the briefing we provided last year, those documents are attached.

Our team will be out and about traveling at the end of the month and would be available to meet with you all on Thursday, April 30<sup>th</sup> if that works for you. Tentatively, it would be myself, Larry Schafer, Steve Howell, Scott Fenwick and Jennifer Weaver.

Please let me know if this date works. Also, if you have any specific questions or issues you would like to clarify in addition to our update.

Thanks,

Lindsay

**Lindsay Fitzgerald**

*Director, Regulatory Affairs*

**National Biodiesel Board**

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## **FY2014 Technical Program Project Details**

### **Fuel Quality Assurance**

Fuel quality is the cornerstone for success within the industry. As one of the latest fuel components to reach widespread distribution within the marketplace, biodiesel quality has been subject to scrutiny for a number of years. Early on, consistent quality was suspect as evidenced by reported field issues and fuel quality surveys. Positive identification of poor biodiesel quality has diminished while there has been drastic improvements to the biodiesel and biodiesel blend quality noticed in the field. The last NREL B100 fuel quality survey indicated over 95% of the volume of biodiesel being produced in the US met the D6751 ASTM standards, but the industry is shooting for 100%. As such, it is important to continue to stress the importance of quality assurance and oversight.

The quality assurance project will take proactive steps to promote fuel quality through work with ASTM and advancing and growing the BQ-9000 Quality Management program. This will be accomplished by engaging in fuel quality discussions with industry stakeholders: producers, distributors, state weights and measures, consumers, and OEMs. The importance of fuel quality will be portrayed through the use of news releases and publications. When quality assurance issues arise appropriate measures will be taken to develop tools and training as needed.

The project will include aspects for each of the points within the list of Activities mentioned above in order to support and promote higher blends and more discretionary blending of biodiesel within the fuels marketplace.

### **Auto and Engine Dealer Education**

As biodiesel volumes continue to rise in the U.S. under RFS-2, and as more OEM diesel vehicle brands enter the U.S. marketplace, it is more critical than ever for NBB to continue its push for B20 support from OEMs across the board both in their current diesel vehicles as well as upcoming new models. This is being done through the separate OEM HQ project.

Equally important is the need to communicate that OEM support for B20 to their dealer networks and major customers, equipping them with the tools and information they need in order to feel confident in recommending or using biodiesel blends in their diesel vehicles, and to do so in a proactive and positive manner. If a customer or fleet asks their dealer, 'Can I run B20 in my vehicle', and their dealer tells them 'no' or says disparaging things about biodiesel, all the years of effort and funding to secure B20 approvals goes for nothing.

By reaching out to these groups via articles and advertisements in key automotive dealer trade publications, presenting and exhibiting at major dealer and fleet conferences and meetings, identifying a strong list of biodiesel fleet customers and leveraging their influence with dealers, and providing compelling biodiesel materials at the point-of-sale in the dealerships themselves, NBB can help ensure that dealers are well-equipped to use their company's biodiesel acceptance as a positive selling point in their diesel vehicle sales process and bolster biodiesel's place as a low cost, high quality option for meeting RFS-2 mandated fuel levels.

This project will provide resources to work cooperatively with the internal OEM dealer training centers

and communicate directly with the downstream dealers, and indirectly with their customers and fleets, to ensure they are properly informed about their OEM's position on biodiesel blends and the facts regarding biodiesel blend usage in their engines and vehicles. These downstream dealers represent the front line in the biodiesel education battle, as they communicate directly to customers, fleets and other dealers much more than representatives from the OEM headquarters do. This provides us with the opportunity to leverage the dealers' access to the end-users to communicate positive biodiesel messages.

However, dealers are also a rather hard-to-reach audience, operate largely independently of the company whose vehicles they sell, and tend to default to their traditional "safety net" of known vehicle selling points and service advisories when working with customers. This presents us with an opportunity, however, to leverage the influence that major fleet customers (especially those already using biodiesel) carry with dealers to help urge the dealers' understanding and acceptance of biodiesel blend use in the vehicles they sell.

Therefore, we must use smart tactics and impactful communications mediums to ensure that dealers and fleets are properly equipped with the most current knowledge and positive information resources on biodiesel. By reaching out to these groups via articles and advertisements in key automotive dealer trade publications, presenting and exhibiting at major dealer and fleet conferences and meetings, identifying a strong list of biodiesel fleet customers and leveraging their influence with dealers, and providing compelling biodiesel materials at the point-of-sale in the dealerships themselves, NBB can help ensure that dealers are well-equipped to use their company's biodiesel acceptance as a positive selling point in their diesel vehicle sales process and bolster biodiesel's place as a low cost, high quality option for meeting RFS-2 mandated fuel levels.

#### **Biodiesel Stability in Passenger Cars for B20 OEM Support**

Petrodiesel in the U.S. traditionally had adequate stability for normal use (i.e. 6 months) and even for use in low turnover applications such as back-up electrical generator sets or life-boats on large ocean going vessels. As such, there is no current stability specification requirement for petrodiesel within ASTM. The advent of ultra-low sulfur petrodiesel and increasing injection system pressures and tighter tolerances with new High Pressure Common Rail (HPCR) diesel engines in the US has caused the stability of petrodiesel to come into question. This is especially true for today's light duty diesel engines being used in passenger cars. Mercedes requested a working group at ASTM in December 2012 to investigate adding a stability specification for petrodiesel, and the Coordinating Research Council (CRC) is currently conducting efforts on both biodiesel and petrodiesel to determine if fundamental changes to the stability specifications and/or test methods are needed to adequately specify fuels for these relatively new engines.

Stability specifications already exist for B100 in ASTM D6751 (3 hour minimum induction period) and B6-B20 blends in ASTM D7467 (6 hour minimum induction period). A steering committee consisting of NBB, the Truck and Engine Manufacturers Association (EMA), light duty and heavy duty OEM's, and NREL has been formed and is in the process of executing efforts in FY14 that will provide additional data on the adequacy of the current ASTM specifications for B20 and lower with newer HPCR diesel engines. It is anticipated additional efforts will be needed in FY15 to fully address the issue, and this project will

provide cooperative NBB funding toward activities identified by the steering committee as the current efforts become completed.

This project will consist of the NBB Technical Director and key professional consultants leading and coordinating the OEM Steering Committee comprised of NBB, the Truck and Engine Manufacturers Association (EMA), light duty and heavy duty OEM's, NREL and other technical experts that will serve as the guiding force for the efforts to be undertaken to address the concerns being raised by the OEM community. Through detailed discussions and interactions of the OEM Steering Committee, we will identify and document the new issues concerning biodiesel stability and performance in new high pressure common rail engines used in light duty engines that are preventing or hampering B20 support by OEM's. Based on the concerns, we will work with the OEM Steering Committee to develop technical efforts and work scopes that will address the issues identified, select appropriate professional testing or technical firms to execute the work scope, and then manage the execution of the technical efforts being conducted. We anticipate OEM's will be providing significant leverage through the time and effort required to participate on the steering committee and the donation of hardware (engines and/or vehicles) as well as engineering support time for the project.

Once completed, we will make the results available to other NBB program areas for their use, such as the NBB OEM Headquarters efforts, the Auto and Engine Dealer efforts, and the NBB's ASE Biodiesel for Diesel Technicians Training program. This will be in addition to sharing and discussing the results with the OEM Steering Committee. The technical information on stability and performance on B20 in these new engines is part of information needed to encourage movement of formal OEM support from B5 to B20 or higher, and to assist in maintaining existing OEM support for B20 or higher. We will also share the test results with appropriate ASTM and NBB personnel or contractors for potential changes or modifications to stability test methods or ASTM standards for biodiesel or biodiesel blends if the data points to the need for potential changes to the standards.

#### **OEM Headquarters – Securing 90% Approval Level for B20**

The OEM HQ program has enabled the NBB to work closely with OEMs to answer questions, disprove myths, and address real and perceived barriers to support of B20 in their equipment. Efforts have been focused on encouraging all OEMs to build B20 support into their engine/vehicle plans so they are in a position to tell customers who are buying new vehicles they are fully approved for B20 or higher blends. NBB focused on heavy duty and medium duty engines/vehicles that use the most diesel fuel *first*, and efforts there have been highly successful. Over 90% of medium and heavy duty manufacturers now support B20 with new equipment coming off the production lines for sale in the U.S. market. As the potential for RFS-2 volumes has increased, the success of the OEM HQ program has been critical in eliminating this major barrier to biodiesel blend sales.

As RFS-2 volumes grow higher and states consider mandates or incentives for blends over B5, the lack of approvals by some light duty OEMs—and lack of clarity on acceptance of blends over B5 in legacy equipment—is hampering the full scale adoption of B20 by some interested users, fleets and states. Thus, as biodiesel volumes continue to rise in the U.S. under RFS-2 and as more OEM diesel vehicle brands enter the U.S. marketplace, it is more critical than ever for NBB to continue its push for B20 support across the board. It is essential that NBB help OEMs recognize the importance of B20 capability,

and encourage them to embrace the concept of B20 biodiesel approval as both an industry need and a marketing tool.

This program will update targeted training programs, conduct strategic planning sessions, and provide technical updates for a consortium of OEM departments to foster greater corporate support for biodiesel among key OEM executives and product development teams. Additional biodiesel support will be garnered through continued networking with other groups such as Clean Cities organizations, the Diesel Technology Forum, auto industry trade associations, and other stakeholder groups. This program will also encourage OEM participation and support for biodiesel at the 2015 National Biodiesel Conference and other key industry events. By encouraging more vocal support for B20 by the OEMs, those messages will then translate to their customer base, in turn generating more public support for and use of biodiesel blends in their vehicles.

### **Pipeline Biodiesel Steering Committee**

The Pipeliner Biodiesel Steering Committee (PBSC) has been instrumental in identifying the technical needs and barriers for movement of biodiesel blends in US multi-product pipelines (MPP's). This project will provide funding to address the technical and regulatory barriers to the transportation of biodiesel blends in US pipelines that have been identified by the PBSC.

Pipeline transport of biodiesel can result in savings of as much as 20 cents per gallon compared to current truck, rail and barge transport, while improving the overall environmental footprint of using biodiesel. This savings will help to solidify biodiesel's role as a cost effective means for refiners and other obligated parties to meet the Renewable Fuel Standard.

NBB formed the Pipeliner Biodiesel Steering Committee (PBSC) in the summer of 2008. This committee is comprised of six members from the largest pipeline companies in the United States (Buckeye, Colonial, Explorer, Magellan, and Epco, Kinder Morgan) and five members from NBB (Steve Howell, Senior Technical Advisor; Bob Metz, Previous NBB Technical Committee Chairman; Mark Tarrien, Green Earth Biofuels; Dave Slade, Renewable Energy Group (REG); Harold Kraus, Kansas Soybean Commission and). The PBSC originally identified the technical and/or regulatory barriers/questions/needs to be addressed in order to facilitate approvals of biodiesel in pipelines in the US.

Many of the issues originally identified have now been addressed. Of paramount importance was a large project to secure data on 400 ppm biodiesel in jet aircraft engines, a project valued at over \$2.5MM, which is now complete. The first ballot to approve 100 ppm biodiesel in jet fuel, based on the 400 ppm results will be voted on at the June 2014 ASTM meeting. It is not clear whether the 100 ppm will pass, or whether some lower number like 50 with a ramp up to 100 ppm biodiesel will pass. Regardless of the final outcome, the PBSC members feel confident some higher level than the current allowable 5 ppm will eventually pass at ASTM.

Based on good stewardship of checkoff dollars, the previous planned efforts identified by the PBSC were put on hold pending the outcome of the 400 ppm biodiesel in jet aircraft testing. Now that this outcome is largely positive and ballots are occurring, the PBSC members believe it is now time to address the previously identified efforts which were put on hold. First and foremost is to address any issues or questions that are raised in the 100 ppm ballot process. Other high priority efforts previously

identified include additional pipeline trials to determine accepted practices to maintain the biodiesel at 50 or 100 ppm levels in jet fuel and additional efforts with transmix operators on biodiesel content allowed in transmix. They also include cooperative efforts with the airline trade association (Airlines for America, A4A), the Federal Aviation Administration (FAA), and the American Petroleum Institute (API) to develop the necessary changes to the API and FAA standard practices to accommodate biodiesel blends and sharing this information with airports and the petroleum blenders and distributors supplying airports to insure things are managed properly.

Significant private industry cooperation for these efforts will come in two forms. First, private pipeline (Buckeye, Colonial, Explorer, Epcos, Magellan, Kinder Morgan) and biodiesel companies and representatives (Renewable Energy Group, Green Earth Fuels, NBB technical director, NBB Technical Committee Chairman, Kansas Soybean Commission) make up the Pipeliner Biodiesel Steering Committee and provide significant time and expertise to select the high priority efforts and to guide their execution. There will also be significant leveraging with A4A, FAA, and API as the standard practices and guidelines are updated to accommodate biodiesel. Secondly, for pipeline runs and transmix testing there will be significant contributions from biodiesel and petrodiesel companies in terms of providing the fuel and the pipeline shipping costs. Without this support, pipeline trials and transmix testing would not be possible.

#### **Secure B20 Acceptance in Railroad Market**

The railroad industry constitutes the third largest market segment for diesel fuel in the United States behind on-road transportation fuel and heating oil. Previous efforts have been successful in securing B5 approvals from each of the major locomotive manufacturers, General Electric (GE) and Electro-Motive Diesel (EMD). While there had been previous initiatives with the railroad industry under other groups, the primary organization with the necessary stakeholders is the Locomotive Maintenance Officers Association, LMOA. Locomotive manufacturers, railroad representatives and other interested parties meet at LMOA meetings to discuss industry issues and collectively determine solutions and paths forward.

The Federal Railroad Association has provided grants in FY13 and FY14 through a contract with Southwest Research Institute to investigate the current fuel supply for today's railroads. Moreover, they are looking at the storage and handling protocols and the impacts these may have on the fuel quality. Moving forward, the NBB's effort is focused on investigating any existing issues with biodiesel use in the commercial rail industry and with gathering the necessary data to promote the consumption of higher blend concentrations.

With new emissions regulations being enacted on the railroad industry, Tier 3 locomotives are just now hitting the market, with Tier 4 engines following soon behind. This project will enable the biodiesel industry to investigate any further material compatibility questions with these newer locomotives. Additionally, biodiesel is becoming a lower cost option within diesel fuel applications, and more distributors are looking to blend higher levels. These volumes, on top of mandates and other strong incentives, are an incentive to partner with a larger railroad to assist with a B20 demonstration project.

### **ASE Certified Diesel Technician Training**

Diesel Technicians and their service managers, who are trained largely from community colleges and professional technical colleges, are often the first point of contact when biodiesel users and consumers have issues or problems. Technicians knowledgeable about all aspects of biodiesel can better provide assistance to consumers when questions are raised. Lack of credible technical information with gasoline technicians/mechanics about ethanol impacts in the gasoline market—and mechanics telling customers not to use ethanol—was a serious issue when ethanol started to grow. The NBB Biodiesel Technician Training program is designed to help prevent this dynamic as biodiesel grows in volume under the RFS (renewable fuel standard) and becomes more of a national commodity.

The technician training program delivers both technical and application information on biodiesel basics and utilization. The core of this training is to equip today's technicians with credible information about this advanced biofuel so biodiesel use is encouraged, not discouraged, as has been the case with other alternative fuels. Diesel Technicians who are well educated about biodiesel will promote its use for their customers; this in turn will help support increased biodiesel use in the market.

Diesel technicians put much more credibility and stock into other mechanics or biodiesel technical experts than they do from those who are viewed as largely just selling or promoting biodiesel. NBB has capitalized on this factor, and utilizes only professional diesel technicians and biodiesel technical experts to provide the diesel technician training. Diesel technicians also desire training to be Automotive Service Excellence (ASE) certified so they can obtain continuing education credits for required professional development as well as feel confident the training is of the utmost in quality and credibility. The NBB Biodiesel Technician Training program was certified by ASE two years ago and is a testament to the technical credibility and the quality of the training.

Many misconceptions about biodiesel exist and troubleshooting mechanical failures can be difficult. This training highlights the benefits of biodiesel and correctly identifies problems caused by ultra-low sulfur diesel (ULSD), raw vegetable oils/fats, out of specification biodiesel, imposter biodiesels, other renewable diesels, and general mechanical issues or ambiguities. Mechanical failures or problems are most often not the result of biodiesel but other issues; however biodiesel is often blamed for these mechanical or performance issues. The Diesel Technician Training program helps alleviate these occurrences with credible information which is presented in a productive learning environment.

### **BioHeat – Secure Approvals for Legacy Safe to at Least B20**

In the fall of 2009, the heating oil industry voted unanimously to approve a sweeping new vision for heating oil in the US that implements both Ultra Low Sulfur Diesel Fuel (ULSD) and Bioheat™ nationwide. NORA anticipates moving to a 'legacy safe' level by 2030 (anticipated to be B20). Heating oil dealers and key Bioheat™ stakeholders like the City of New York have stated lack of an ASTM standard for blends higher than B5 is hampering market penetration of biodiesel blends in the Northeast. NORA and NBB have formed the Bioheat™ Technical Steering Committee (BTSC) which has developed and prioritized the technical efforts needed to achieve this sweeping vision. Current efforts are focused on executing the technical projects needed to secure OEM equipment (burners and boilers) approval for legacy safe

levels. This project will provide FY14 funding toward remaining technical efforts and projects identified by the BTSC in order to develop ballot(s) for the legacy safe level of biodiesel—anticipated to be at least B20—with No. 1 and No. 2 grades in the ASTM D396 heating oil standard.

### **Test Methods to Identify “Imposter Biodiesel”**

State regulators involved with the quality enforcement of fuels are bound by EPA regulations, ASTM specifications and guidelines published by the National Conference of Weights & Measures (NCWM). Contrary to public perception, fuels are not singular cuts of crude oil from a petroleum refinery. Rather, they are blended and mixed solutions of a number of fractions, each with its own characteristics, designed to provide a seasonal fuel that is fit for multi-purposes for a semi-specific geographical location. Over decades, there have been a number of fuel additives developed to both enhance certain properties and/or minimize certain characteristics of these fuels. These additives are normally added in very small quantities (a few parts per million in the case of anti-microbial to levels up to 5000 ppm for some cetane enhancers or stability additives) and provide no negative impacts on other bulk fuel properties of interest in diesel applications.

With the growing acceptance of biofuels and other low carbon fuels, more companies have entered the fuels marketplace with new renewable fuels. Some of these new fuels were being blended into petroleum based diesel fuel and claiming the finished blend ‘meets the D975 standard’ since the physical properties of the finished blend fell within those contained in the D975 standard. Some of these new fuels contained oxygen, and some were predominantly hydrocarbons derived from renewable substances. Some of these renewable fuels are intended as fuel components to be added in the 1-20 percent by volume level, but they are registered with EPA as “fuel additives” not as fuels. This is the case with raw vegetable oil, which contains substantial amounts of oxygen and was registered by some companies many years ago with EPA as a legal fuel additive under the Clean Air Act. Some other oxygenated renewable diesel fuels which have been granted approved EPA RFS2 pathways.

ASTM members recognized that the existing ASTM standards were based largely on the processing of crude petroleum oils into petroleum based diesel fuel through the traditional petroleum refining process. Diesel fuel produced in this way does not contain oxygen, and many of the important properties of fuel for diesel engine operation are pre-set by the conventional crude oils and refining processes used. With this in mind, many of the important properties of diesel fuel such as stability, surface tension, and density are not specified in the ASTM D975 diesel fuel standard because normally produced diesel fuel always had inherently acceptable values for these properties. Likewise, many of the problematic compounds that can be found in renewable feedstock sources—such as partially reacted glycerides, other oxygenated compounds, or phosphorous containing gums—and/or their negative impacts are not tested under the D975 specification.

To address these potential loopholes within D975, ASTM modified D975 to specify fuels falling within D975 must contain only hydrocarbons—or any non-hydrocarbon material must be balloted into the standard at some accepted level through a new “Alternative Fuels and Blend Stocks” section of the standard. A new appendix, X7. GUIDANCE ON EVALUATION OF NEW MATERIALS FOR #1D AND #2D GRADES OF DIESEL FUELS, was also added, which describes the above in more detail.

Biodiesel, which contains 11% by oxygen, was the first such non-hydrocarbon fuel allowed within D975 under the new alternative fuels and blend stocks section, with the level set at 5% maximum and the precondition that the biodiesel used for blending meet ASTM D6751, which contains controls for stability and for potential problematic minor components which could be found in biodiesel but aren't normally found (or monitored or specified) in D975 diesel fuel.

Unfortunately, our current ASTM method to determine the biodiesel concentration in diesel fuel cannot differentiate between triglycerides (i.e. raw vegetable oils) and some of their derivatives and biodiesel. It is well known that raw vegetable oils can cause stability issues, filter clogging, and injector coking problems in unmodified diesel engines. The Engine Manufacturers Association has issued a very firm statement to this effect (see "Use of Raw Vegetable/Plant Oil or Animal Fats in Compression-Ignition Engines", [http://www.truckandenginemanufacturers.org/articles/search.asp?F\\_ARTICLE\\_ID=9](http://www.truckandenginemanufacturers.org/articles/search.asp?F_ARTICLE_ID=9)). Even though the ASTM standards have now changed to make it clear oxygenated materials like raw vegetable oils no longer fall within the accepted ASTM D975 standard and there are known issues with these materials, some of the companies with existing raw vegetable oil registrations or accepted RFS2 EPA pathways for oxygen containing materials are claiming they are an 'additive' under D975 and are legally EPA registered and therefore still fall within the D975 standard, which is clearly not the intent of the D975 standard.

We have identified several instances in the market where raw vegetable oil was mistaken as biodiesel, either through innocent lack of knowledge or through questionable inferences by the seller, used in an existing diesel engine and caused engine oil sludging and other engine issues. Biodiesel was blamed, and when the existing, accepted test for biodiesel in diesel fuel was run on these samples, (ASTM D7371, and FTIR method) the analysis indicated the fuel contained biodiesel. The D7371 FTIR method detects both triglycerides and biodiesel as biodiesel, and falsely reports all of those compounds as biodiesel. The D7371 procedure was developed knowing the OEM prohibition on the use of raw vegetable oils/fats, so it was assumed any interference or counting of raw vegetable oil in the market would be negligible. This is not turning out to be the case in the current US market.

Therefore, this project will initiate work within ASTM to develop a method that will be able to differentiate between vegetable oils and true biodiesel. The project will be developed and designed by a small task group within ASTM to work on method development, sample preparation of test samples, sample collection and shipping of field samples, and time within the ASTM group to refine and propose new definitions and limits on allowable components within diesel fuel.

On NBB letterhead

Paul Macheille  
Official EPA Address

Dear Mr. Machiele,

It was our pleasure to meet with you and Mr. Jung at the EPA Ann Arbor offices on May 7. We hope the technical information and background on the technical status of the biodiesel in the market were of value to EPA. As we mentioned in the meeting, the National Biodiesel Board (NBB) has an extremely active technical department. Over the last 20 years, NBB has invested a significant amount of time and money to address the technical needs and industry demands that were necessary to get the biodiesel industry to the stage of commercial success it now enjoys. NBB is committed to the continued technical investment necessary to grow the biodiesel industry.

We are extremely proud of the accomplishments the NBB Technical Department has amassed over the last 20 years. We have completed EPA Tier 1 and Tier 2 Health Effects Testing and submitted the data to EPA, and biodiesel is now fully registered as both a legal fuel and fuel additive under section 211(b) of the Clean Air Act. We have done the research and testing needed with the OEM and fuels community needed to secure ASTM International consensus standards for pure biodiesel, B100 (ASTM D6751), blends up to 5% by volume with on/off road diesel fuel (ASTM D975) and heating oil (ASTM D396), and for B6-B20 blends with on/off road diesel (ASTM D7467). Over the last 6 years, we have developed the data to secure formal allowance of up to B20 in the D396 heating oil standard and are in the process of balloting its approval at ASTM as well. The cooperative technical efforts of the NBB with the petroleum and OEM communities is often cited as the 'right way' to develop a new fuel as was evidenced in the October 31, 2013 letter from Mercedes Benz to the National Conference on Weights and Measures:

"The efforts of the biodiesel industry to work with OEMs, fuel refiners and fuel marketers to secure appropriate ASTM specifications serve as a model for other new fuels."

We have conducted significant emissions evaluations, both tailpipe and full life cycle, and have well documented the positive benefits of biodiesel in terms of reduced toxicity, PM, HC, and CO and reduced life cycle carbon emissions. Biodiesel is now the only RFS2 Advanced Biofuel that is available in commercial scale volumes, and growing. These successes do not occur by accident. They are the result of careful planning and prioritization and execution of the research by the best technical experts available.

To this end, each year the NBB brings together the best and brightest technical minds from the engine and vehicle industry, the diesel fuel industry, the additive industry, the biodiesel industry and academia and other technical experts to brainstorm and prioritize the technical needs for increased biodiesel volumes. The NBB members incorporate these prioritized technical needs with other industry commercialization needs such as communication, coordination and government affairs to develop the annual NBB program plan. The NBB program plan serves as the guide for allocation of the funding NBB

receives from its members, government grants and other funders such as the soybean check-off program which has been in the neighborhood of \$10MM over the past several years.

In our meeting you requested a summary of the current high priority technical activities NBB is currently focused on, many of which we discussed with you at the meeting. We have attached a copy of the most recent (FY14) NBB Program Plan, which includes the NBB mission, vision, some industry background and general summary paragraphs detailing the overall planned FY14 NBB activities. We have also attached another document containing further details on the technical projects we are currently in the process of conducting for your information.

As we mentioned in our meeting, NBB has spent a tremendous amount of effort to address the questions and technical needs of the engine and vehicle companies so they are able to recommend B20 or higher blends to their customers. This includes continued work on the ASTM standards as diesel fuels and engines/vehicles change over time, the industry's BQ-9000 fuel quality program, and encouraging enforcement of the ASTM specifications by the proper regulatory authorities (i.e. IRS, EPA, NCWM, etc.).

This also includes a tremendous amount of effort on confirming cold weather operation and sharing the proper procedures for storing, blending, and handling of biodiesel and biodiesel blends with the petroleum community. In 2008, we modified the ASTM D6751 B100 specification to include additional controls (the Cold Soak Filtration Test, CSFT) for minor biodiesel components that could potentially cause un-expected filter clogging in cold weather, and in 2011 we added a special appendix on Low Temperature Operability of Biodiesel Blends to the B100 specification. We also modified the D6751 B100 specification to include a special grade of biodiesel—a No. 1-B grade, which set lower cold soak filtration test limits and added controls for mono-glycerides. This No. 1-B grade, which passed in August of 2012, is now an option for use with those diesel fuels sensitive to partially reacted glycerides and for use in colder weather. We are happy to report that over the last two years, with biodiesel volumes the highest on record, the cold flow issues experienced with biodiesel blends across the US were on the same order—if not less than—those of conventional petroleum based diesel fuel. It is this combination of continuous improvement in the specifications and education efforts with those blending, storing and handling biodiesel in the market that has allowed for these superior results.

NBB is committed to continued technical work with the OEM's, the petroleum industry, and with ASTM to ensure biodiesel and biodiesel blends will work in existing and future diesel engines and vehicles just as well—if not better than—conventional petroleum based diesel. We hope this technical information helps to increase the confidence within EPA that the NBB and the biodiesel industry has done our homework on the technical aspects of the use of biodiesel, and that there are no significant technical barriers to higher biodiesel volumes moving into the future.

Sincerely,

Scott Fenwick  
Technical Director  
National Biodiesel Board

Steve Howell  
MARC-IV Consulting, Inc.  
Senior Technical Advisor to the NBB

**To:** Machiele, Paul[machiele.paul@epa.gov]  
**From:** Shannon Gustafson  
**Sent:** Tue 7/22/2014 7:20:41 PM  
**Subject:** RE: ACE conference  
[removed.txt](#)

Thanks!

**From:** Machiele, Paul [mailto:machiele.paul@epa.gov]  
**Sent:** Tuesday, July 22, 2014 2:09 PM  
**To:** Shannon Gustafson  
**Subject:** RE: ACE conference

Here you go.

Thanks,

Paul

**From:** Shannon Gustafson [mailto:sgustafson@ethanol.org]  
**Sent:** Tuesday, July 22, 2014 2:30 PM  
**To:** Brian Jennings; Machiele, Paul  
**Cc:** Grundler, Christopher; Hengst, Benjamin; Simon, Karl  
**Subject:** RE: ACE conference

Great news. You do not need to register; speakers receive complimentary registration and I will take care of that.

Can you send over your photo and bio yet this afternoon? We're putting the finishing touches on our conference guide and I'd like to add them, if possible.

I currently have you on the agenda at 9:45am on Tuesday, August 5, in the Great Hall at the Renaissance Depot Hotel. Please don't hesitate to contact me or Brian if you have any questions.

Thanks!

Shannon

**From:** Brian Jennings  
**Sent:** Tuesday, July 22, 2014 1:15 PM  
**To:** Machiele, Paul  
**Cc:** Grundler, Christopher; Hengst, Benjamin; Simon, Karl; Shannon Gustafson  
**Subject:** RE: ACE conference

Thanks Paul (and everyone else)! We really appreciate this.

Shannon on our staff can work through registration with you, she just stepped out but will be back later this afternoon.

Brian

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**From:** Machiele, Paul [<mailto:machiele.paul@epa.gov>]  
**Sent:** Tuesday, July 22, 2014 1:12 PM  
**To:** Brian Jennings  
**Cc:** Grundler, Christopher; Hengst, Benjamin; Simon, Karl; Shannon Gustafson  
**Subject:** FW: ACE conference

Brian,

I am planning on speaking. If later it turns out I am unable to do so, then Karl Simon is planning on backing me up. Do I need to register at all, or will you handle all that?

Thanks,

Paul

**From:** Grundler, Christopher  
**Sent:** Friday, July 18, 2014 6:25 PM  
**To:** Machiele, Paul; Simon, Karl  
**Cc:** Hengst, Benjamin  
**Subject:** Fw: ACE conference

?

Christopher Grundler, Director  
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency  
202.564.1682 (DC)  
734.214.4207 (Ann Arbor)  
[www.epa.gov/otaq](http://www.epa.gov/otaq)

**From:** Brian Jennings <[bjennings@ethanol.org](mailto:bjennings@ethanol.org)>

**Sent:** Friday, July 18, 2014 5:38 PM

**To:** Grundler, Christopher

**Subject:** RE: ACE conference

Thanks again for taking the time to see Ron and I this week. Any progress on either Paul or Karl?

Thanks.

Brian

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**Sent:** Monday, July 14, 2014 5:37 PM  
**To:** Brian Jennings  
**Subject:** Re: ACE conference

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I am seeing who might be available (and that I don't need to help me with the final standard decision push)

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**From:** Brian Jennings  
**Sent:** Saturday, July 12, 2014 5:19 PM  
**To:** Grundler, Christopher  
**Subject:** RE: ACE conference

Chris,

Appreciate your quick response today and your candor. Any chance one of your staff would be able to speak at our event in your stead? I think it is critical that EPA have a presence at this event given all the important ethanol issues handled by the Agency.

I'm pretty booked Tuesday, July 15 but so far fairly free on Wednesday, July 16, will give you a call.

Brian

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**From:** Brian Jennings

**Sent:** Saturday, July 12, 2014 4:51 PM

**To:** Grundler, Christopher

**Subject:** ACE conference

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ED\_000313\_O365\_00001191

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**To:** Machiele, Paul[machiele.paul@epa.gov]  
**From:** Benjamin Springer  
**Sent:** Mon 6/2/2014 3:37:44 PM  
**Subject:** FINAL REMINDER: Invitation to June 3rd Workshop on Technical and Policy Responses to Ultrafine Particle Pollution

Dear Paul,

On behalf of the Energy Future Coalition, I am writing to invite you to a half-day workshop on June 3 in Washington, DC, on the potential health effects of particulate pollution from aromatic hydrocarbons in gasoline – and their implications for environmental policy and regulation.

These issues have been a topic of concern to the Energy Future Coalition for nearly a decade and were the subject of an [April 1 workshop](#) that we convened with the National Institute of Environmental Health Sciences on the origins and health effects of ultrafine particles. [A summary of that event is available here.](#)

The purpose of this second workshop is to bring together leading experts and policymakers to discuss fuel and filter technology options for avoiding or controlling such particles and the toxic substances that can accompany them, especially polycyclic aromatic hydrocarbons (PAHs). This event will feature a panel of experts from the automobile, clean fuels and filter technology sectors, followed by an open discussion. We would welcome your contribution to the program and the discussion. **The session will begin at 1:30 pm and conclude by 4 pm, in our conference space at 1750 Pennsylvania Avenue, NW Washington, DC.**

**[Click here for agenda](#)**

We had previously planned a panel on the value of cleaner fuels to automakers facing higher fuel-economy standards, so as to reduce the use of aromatics and the creation of particulate pollution. Due to calendar conflicts, however, we have had to postpone this discussion until another day; we are attempting to reschedule it for later in June. This will be a strategy-oriented session focused on policy and regulatory implications for the sector.

We hope that you can join us to examine this important topic. Please let us know if you can

attend by RSVP to Ben Springer, and feel free to contact me, John Jimison, or Ben with any questions.

With best wishes,

Reid Detchon

Executive Director

Energy Future Coalition

1750 Pennsylvania Avenue, N.W., Suite 300

Washington, DC 20006

Phone: 202-463-1947

**To:** Machiele, Paul[machiele.paul@epa.gov]  
**From:** Christopher Hessler  
**Sent:** Thur 5/15/2014 1:21:44 PM  
**Subject:** voicemail and human failings  
removed.txt

Paul,

Because I can fully appreciate your frustration upon hearing my earlier voicemail, I wanted to reiterate the message I left yesterday for you.

Please know that I hold you in the highest professional regard. You are one of the most dedicated, hard-working, and insightful people I know working on regulatory issues. Each time we have talked, my understanding of the issues at hand has improved. Also – as I shared with you after our discussion during the RVO hearing in Arlington – I strongly disagree with those that blame EPA staff for the challenges of implementing the RFS2. Congress handed you guys a poorly-thought-out program. You and your colleagues are clearly doing all that you can to implement it in a reasonable way.

To the extent my prior voicemail was offensive, please know that it was out of a moment of frustration. Nothing more. Like you, I am passionate about my work. My aim is not only getting a good outcome for my clients, but getting results that also work well for EPA, and are a clear benefit to the environment. In all the work my firm does, we strive to be collaborative and supportive of EPA's staff and programs. Hopefully our written comments, and representation of various clients are perceived that way with one, unfortunate, exception.

My intemperate response to a difficult situation does not reflect my true thoughts about you in any way. I sincerely hope that we can continue a collaborative and mutually beneficial professional relationship.

Chris

Christopher Hessler

Partner

**202-296-8086 (O)**

**202-460-0945 (M)**

[chessler@ajw-inc.com](mailto:chessler@ajw-inc.com)

2200 Wilson Blvd. / Suite #310 / Arlington, VA 22201



AJW's work focuses on enhancing market opportunities and removing market barriers for innovative technologies.

**To:** Machiele, Paul[machiele.paul@epa.gov]; Korotney, David[korotney.david@epa.gov]  
**Cc:** Jung, Zoltan[Jung.Zoltan@epa.gov]; Larry Schafer[lschafer@biodiesel.org]  
**From:** Larry Schafer  
**Sent:** Fri 5/2/2014 9:12:20 PM  
**Subject:** RE: Request for a NBB Meeting next week .... (technical issues)

PS: let me know as soon as you can so we can book flights ...

Thanks

-----  
Larry Schafer

National Biodiesel Board

O: 202.737.8801

M: 202.997.8072

[LSchafer@Biodiesel.org](mailto:LSchafer@Biodiesel.org)  
-----

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1331 Pennsylvania Ave. NW

Suite 505

Washington DC 20004

**From:** Larry Schafer [mailto:lschafer@biodiesel.org]  
**Sent:** Friday, May 02, 2014 5:04 PM  
**To:** Machiele, Paul; Korotney, David  
**Cc:** Larry Schafer; Jung, Zoltan  
**Subject:** RE: Request for a NBB Meeting next week .... (technical issues)

Thanks Paul:

We would like to do it in person.

Can we do 1 pm?

-----  
Larry Schafer

National Biodiesel Board

O: 202.737.8801

M: 202.997.8072

[LSchafer@Biodiesel.org](mailto:LSchafer@Biodiesel.org)

-----  
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Suite 505

Washington DC 20004

**From:** Machiele, Paul [<mailto:machiele.paul@epa.gov>]

**Sent:** Thursday, May 01, 2014 6:15 PM

**To:** Larry Schafer; Korotney, David  
**Cc:** [lschafer@biodiesel.org](mailto:lschafer@biodiesel.org); Jung, Zoltan  
**Subject:** RE: Request for a NBB Meeting next week .... (technical issues)

At present, May 7 looks possible, though I'm often not in control of my schedule right now. On the chance that I may have to cancel, are you sure you want to come in for it, or shall we try to do it by conf call. I'd prefer face to face, but I'll leave it up to you.

Assuming you do fly in for it, what time of the day would work best with your flight schedules?

Paul

**From:** Larry Schafer [<mailto:lschafer@dcdiamondgroup.com>]  
**Sent:** Thursday, May 01, 2014 12:58 PM  
**To:** Korotney, David; Machiele, Paul  
**Cc:** [lschafer@biodiesel.org](mailto:lschafer@biodiesel.org)  
**Subject:** Request for a NBB Meeting next week .... (technical issues)

Paul and David:

Again. Thank you for your time a couple of weeks ago ... I am guessing we all are making progress as EPA works to finalize its 2014 RVO analysis.

We would like to meet with you one more time before you wrap up the final proposal to discuss a handful of small technical issues – which we are pretty passionate about and would like to make sure we have a chance to walk through with you before you finalize the rule.

On page 43 or our comments we stated the following:

"While EPA is correct that there will be no issues in 2014 concerning limitations in biodiesel volumes due to manufacturer warranties and cold - weather operation. NBB remains concerned about several of the erroneous statements made in the proposal. EPA's repeating of erroneous statements *about warranties, cold temperature operation, and use of higher blends has created confusion and furthered misconceptions that need to be dispelled*. We request that EPA please correct the record by fixing these errors in this and other future proceedings."

Specifically, we are concerned about the impact of EPA statements today that may limit the use of biodiesel in the future – due to some technical or engine issue. We have worked long and hard to avoid those types of future issues and we would like to spend 90 minutes with you to walk you through our thoughts on these topics.

In looking at next week's calendar – Wednesday May 7<sup>th</sup> appears to work best for our technical team ( Steve Howell and Scott Fenwick).

We would propose to come to Ann Arbor to do a 1 pm meeting that day with the two of you and others you see fit ... our team would be me, Lindsay Fitzgerald, Steve Howell and Scott Fenwick.

Let me know if we can get a meeting scheduled.

Thanks.

=====

Larry Schafer

T: 202.997.8072

=====



**To:** Machiele, Paul[machiele.paul@epa.gov]; Korotney, David[korotney.david@epa.gov]  
**Cc:** Larry Schafer[lschafer@biodiesel.org]; Jung, Zoltan[Jung.Zoltan@epa.gov]  
**From:** Larry Schafer  
**Sent:** Fri 5/2/2014 9:04:03 PM  
**Subject:** RE: Request for a NBB Meeting next week .... (technical issues)

Thanks Paul:

We would like to do it in person.

Can we do 1 pm?

-----  
Larry Schafer

National Biodiesel Board

O: 202.737.8801

M: 202.997.8072

[LSchafer@Biodiesel.org](mailto:LSchafer@Biodiesel.org)  
-----

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**From:** Machiele, Paul [mailto:machiele.paul@epa.gov]  
**Sent:** Thursday, May 01, 2014 6:15 PM  
**To:** Larry Schafer; Korotney, David  
**Cc:** Ischafer@biodiesel.org; Jung, Zoltan  
**Subject:** RE: Request for a NBB Meeting next week .... (technical issues)

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Paul

**From:** Larry Schafer [mailto:lschafer@dcdiamondgroup.com]  
**Sent:** Thursday, May 01, 2014 12:58 PM  
**To:** Korotney, David; Machiele, Paul  
**Cc:** Ischafer@biodiesel.org  
**Subject:** Request for a NBB Meeting next week .... (technical issues)

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Let me know if we can get a meeting scheduled.

Thanks.

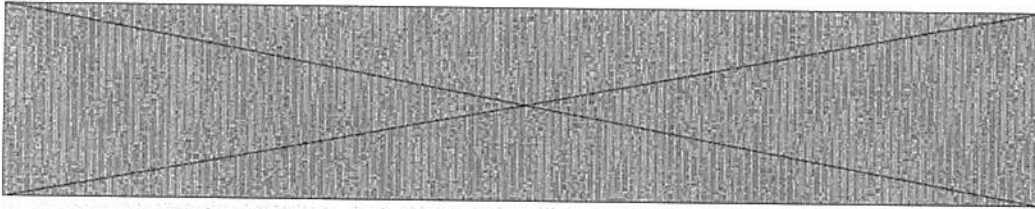
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Larry Schafer

T: 202.997.8072

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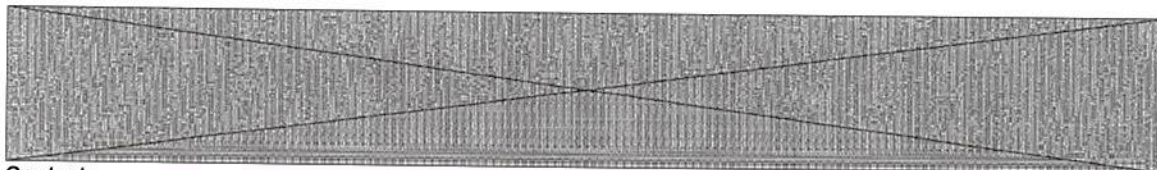
To: Machiele, Paul[machiele.paul@epa.gov]  
From: Christina Martin  
Sent: Thur 4/3/2014 6:19:13 PM  
Subject: AEC Commends Chairman Wyden, Senate Finance for Taking Lead on Tax Extenders



## **AEC Commends Chairman Wyden, Senate Finance for Taking Lead on Tax Extenders**

(April 3, 2014) WASHINGTON — Brooke Coleman, Executive Director of the Advanced Ethanol Council (AEC), released a statement today in response to the Senate Finance Committee's markup of a package of tax extenders. The proposal extends a number of provisions for cellulosic biofuels, including the Producer Tax Credit (PTC) and the special depreciation allowance.

"The cellulosic biofuels industry is very pleased to see tax extenders come out of committee. We commend Chairman Wyden and Ranking Member Hatch for taking the lead on extending these important provisions. The cellulosic biofuel industry is just breaking through at commercial scale. Today's markup sends a clear signal to the marketplace that Congress is making progress on extending its support for one of the most innovative, low carbon industries in the world. It will be very important to move this package along quickly, as executives in our industry are weighing the pros and cons of developing the next wave of projects here or abroad. These provisions are very important to level set against permanent subsidies to oil and gas. We look forward to the next step in the process and appreciate the Senate's leadership on the issue."



Contact:  
Christina Martin  
Executive Vice President  
Renewable Fuels Association  
(202) 289-3835  
[cmartin@ethanolrfa.org](mailto:cmartin@ethanolrfa.org)

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**To:** Bunker, Byron[bunker.byron@epa.gov]; Anderson, Robert[Anderson.Robert@epa.gov]  
**Cc:** Bob M Dinneen[BobD@ethanolrfa.org]; Geoff Cooper[GCooper@ethanolrfa.org];  
rwhite@ethanolrfa.org[rwhite@ethanolrfa.org]; Weihrauch, John[Weihrauch.John@epa.gov]; Machiele,  
Paul[machiele.paul@epa.gov]  
**From:** Kristy Moore  
**Sent:** Tue 3/4/2014 2:47:00 PM  
**Subject:** RE: EPA and E15 Concerns

Good Morning. In checking everyone's schedules here, we are generally available every day this week after 3pm Eastern/ 2pm Central. Thank you for your time, let us know if you need us to send a call in number once you have narrowed down a date/ time. KM.

**From:** Bunker, Byron [mailto:bunker.byron@epa.gov]  
**Sent:** Friday, February 28, 2014 6:27 AM  
**To:** Kristy Moore; Anderson, Robert  
**Cc:** Bob M Dinneen; Geoff Cooper; Robert White; Weihrauch, John; Machiele, Paul  
**Subject:** RE: EPA and E15 Concerns

Hi Robert,

Please work with Kristy to put some time on our calendar. Ideally let's find a time that Paul Machiele and John can join the discussion as well.

Thanks,

Byron

\*\*\*\*\*

Byron Bunker

Director Compliance Division

Office of Transportation and Air Quality

Environmental Protection Agency

2000 Traverwood Drive

Ann Arbor, MI 48105

[Bunker.Byron@epa.gov](mailto:Bunker.Byron@epa.gov)

Phone: (734) 214-4155

Mobile: (734) 353-9623

\*\*\*\*\*

**From:** Kristy Moore [<mailto:KMoore@ethanolrfa.org>]  
**Sent:** Thursday, February 27, 2014 4:00 PM  
**To:** Anderson, Robert; Bunker, Byron  
**Cc:** Bob M Dinneen; Geoff Cooper; [rwhite@ethanolrfa.org](mailto:rwhite@ethanolrfa.org)  
**Subject:** FW: EPA and E15 Concerns

Byron, Robert- I had a very concerning phone conversation on E15 and summer options for retailer today. See the email that we sent you last year on May 28, 2013 after we confirmed the options for retailers with you.

Can we set up a phone conversation ASAP to discuss this further? Thank you in advance for your quick response. KM.

**From:** Kristy Moore  
**Sent:** Tuesday, May 28, 2013 10:17 AM  
**To:** 'Bunker, Byron'  
**Cc:** Anderson, Robert; Bob M Dinneen; Cohen, Janet; Weihrauch, John; Manners, Mary  
**Subject:** RE: EPA and E15 Concerns

Thanks Byron. We are suggesting a conference call due to timing. This Thursday, Friday are generally open for everyone on our side, preferably Thursday. Janet- do either of those dates work for your staff?

Also, I wanted to share a volatility reminder that we sent out last week. The agenda will be the bullet points listed below. KM.

**From:** Bunker, Byron [<mailto:bunker.byron@epa.gov>]  
**Sent:** Wednesday, May 22, 2013 3:45 PM  
**To:** Kristy Moore  
**Cc:** Anderson, Robert; Bob M Dinneen; Cohen, Janet; Weihrauch, John; Manners, Mary  
**Subject:** RE: EPA and E15 Concerns

Hi Kristy,

Thank you for your note. I too was sorry to miss the meeting but happy to at least catch up with you for a few minutes at the airport. We have been meeting internal to discuss the issues raised by the RFA team at the meeting, and on some points at least, we agree that changes may be appropriate.

A meeting in the next few weeks would be timely for us. Please coordinate with Janet Cohen on the agenda, time and location for the meeting. Janet, I would like to participate in this meeting.

Thanks,

Byron

\*\*\*\*\*

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Phone: (734) 214-4155

Mobile: (734) 353-9623

\*\*\*\*\*

**From:** Kristy Moore [<mailto:KMoore@ethanolrfa.org>]  
**Sent:** Tuesday, May 21, 2013 3:35 PM  
**To:** Bunker, Byron  
**Cc:** Anderson, Robert; Bob M Dinneen  
**Subject:** EPA and E15 Concerns

Byron- I am sorry that you could not make the meeting at the EPA office on April 25, 2013; we expressed many grave concerns with the current operation of the E15 Marketplace Survey being conducted by RFGSA. Our concerns are elevated as we approach the summer volatility season where unequal treatment of E10 and E15 fuel exist in EPA volatility requirements that will drive E15 out of the marketplace on June 1<sup>st</sup> until September 16<sup>th</sup>. The concerns expressed to your staff regarding the current E15 survey are as follows:

**Industry Burden:** With 99.9% survey costs attributal to E10 and no E15 available for sale during the summer months due to disparity in EPA volatility requirements, the nationwide survey application is wildly disproportionate and the burden of the survey should be severely reduced or suspended entirely. As it stands, EPA is essentially requiring the ethanol industry to fund a wholly new E10 compliance mechanism with no benefit accruing to the industry.

**E15 Image Damage:** The fuel survey is sampling nearly 99.9% gasoline with 10% or less ethanol content and noncompliance notices are being sent under an "E15" program name making retailers apprehensive about E15. The name of the survey as the "E15 Survey" is misleading and an inappropriate description for the sampling and analysis that is being conducted per EPA mandate.

**Severe Lack of Education:** The RFGSA survey program is novel for conventional gasoline areas; retailers are unaware of the RFGSA organization and the compliance work that is being conducted per EPA regulatory requirements. There is a lack of education with retailers that EPA has redefined the ethanol content that is allowed in gasoline. Retailers are not aware that fuel blends above 10.0% ethanol up to 15.0% ethanol are classified as E15 in EPA regulations.

RFGSA Survey Improvements Desperately Needed: There are elements in the survey, specifically the E10 mislabeling PNC that are confusing or misleading in the communication to retailers. The notifications from RFGSA do not contain sufficient information to prompt retailer action. Retailers assume PNC notices from RFGSA are spam mail or misidentified as a solicitation for regulatory assistance.

RFA continues to be the sole source of education on survey design, operation and requirements for retailers. Neither EPA nor RFGSA is conducting an outreach and education program for the retail sector; we are concerned that RFA is being misconstrued as the regulatory authority for the survey, which is of great concern to RFA. We expressed these concerns to your staff and have had no follow up to date. Can we get together soon to discuss these numerous and critical concerns on the future of E15? KM.

Kristy Moore

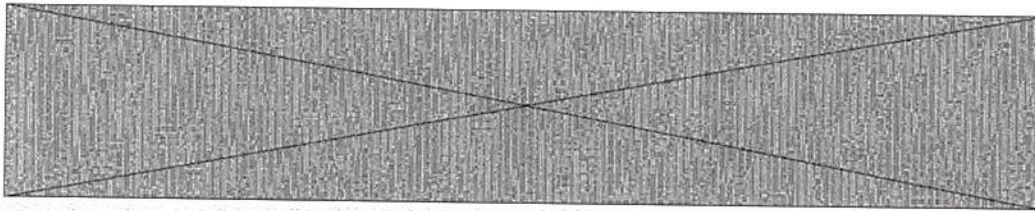
Renewable Fuels Association

O- 202.315.2468

C- 309.830.6154

[kmoore@ethanolrfa.org](mailto:kmoore@ethanolrfa.org)

To: Machiele, Paul[machiele.paul@epa.gov]  
From: Dawn Moore  
Sent: Thur 1/23/2014 4:31:44 PM  
Subject: New CARD Analysis: RFS and RIN Credits Decrease—Not Increase—Gas Prices



## **New CARD Analysis: RFS and RIN Credits Decrease—Not Increase—Gas Prices**

(January 23, 2014) WASHINGTON — A new independent analysis from the Center for Agricultural and Rural Development (CARD) at Iowa State University found that ethanol expansion under the Renewable Fuel Standard (RFS) program reduces gas prices and suggests that Congress and the Administration have been misled about the impacts of RIN credits on retail gas prices. Partially in response to the notion that RINs affect retail gas prices, the Environmental Protection Agency recently issued a proposed rule that would lower the blending requirements for conventional ethanol from 14.4 billion gallons to 13.01 billion gallons.

The analysis "Impact of Increased Ethanol Mandates on Prices at the Pump," by Professors Bruce Babcock and Sebastien Pouliot, concludes that RFS policies decrease gas prices and should not be a reason to reevaluate or revamp the RFS. The paper shows that as RIN prices increase, the retail prices for both E85 and E10 decrease. It states, "As we demonstrate here, one of the costs that does not need to be considered is an increase in the pump price of fuel, because we show that the most likely outcome from increasing ethanol mandates is a drop in pump prices, not an increase."

According to the analysis, "Our results should reassure those in Congress and the Administration who are worried that following the RFS commitment to expanding the use of renewable fuels will result in sharply higher fuel prices for consumers. There may be sound policy reasons that could justify Congress revisiting the RFS. However, concern about higher pump prices for consumers is not one of them."

Bob Dinneen, President and CEO of the Renewable Fuels Association, weighed in on the analysis, stating, "Many ethanol opponents have used higher RIN prices to scare people into believing that gas prices will rise if the RFS remains in place. This study puts that argument to bed once and for all. The RFS is working as intended. It's time for our country's leaders to take a good hard look at ethanol and realize the positive impact it has on our environment, our economy, and our consumers. The new CARD analysis takes the gas price fear out of the equation."

Babcock and Pouliot also point out that Congress should look at the cost and benefit of renewable fuels as a whole instead of focusing specifically on the concerns of biofuels opponents whose motivations are often driven by their bottom line.

The analysis states, "Other arguments often put forth by biofuel opponents concerning significant impacts of expanded biofuel production on consumer food prices and the lack of ability to consume quantities of ethanol beyond E10 similarly lack a solid economic foundation. The reason the oil industry and much of the livestock industry have joined forces against biofuels is one of simple industry economics: their industries would benefit from cheap corn and reduced competition from ethanol. Rather than taking sides with different industry groups in this policy debate, Congress and the Administration should focus on whether the benefits of increasing renewable fuels by reducing fossil fuels are worth the costs. If they are, then support for renewable fuels should not be abandoned."

**Contact:**

Dawn Moore  
Communications Director  
Renewable Fuels Association  
(202) 289-3835  
[dmoore@ethanolrfa.org](mailto:dmoore@ethanolrfa.org)

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**To:** Machiele, Paul[machiele.paul@epa.gov]  
**From:** Christina Martin  
**Sent:** Mon 12/16/2013 7:30:35 PM  
**Subject:** RFA Letter on Extension of Biofuel Tax Incentives

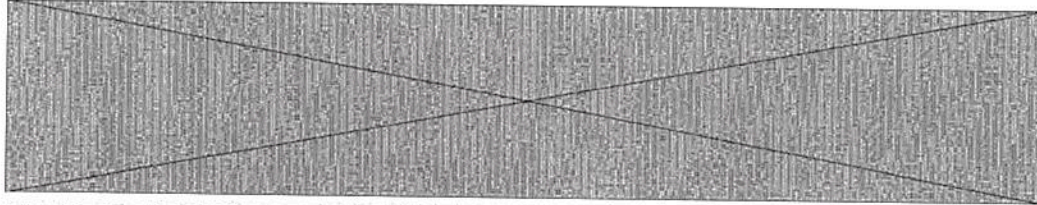
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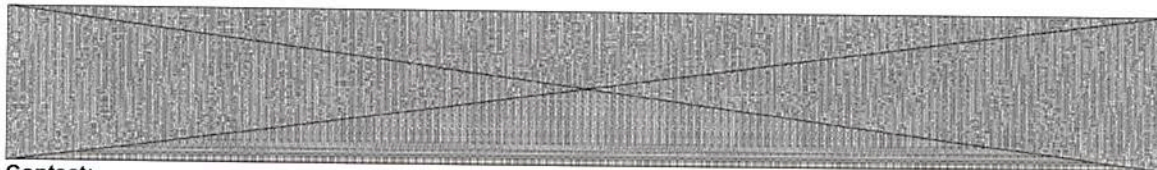
To: Machiele, Paul[machiele.paul@epa.gov]  
From: Christina Martin  
Sent: Thur 4/11/2013 1:41:19 PM  
Subject: RFA to AFPM: Reckless, Revisionist Statement and Jury Verdict are Proof Oil Companies Cannot Be Trusted with this Nation's Energy Future



## **RFA to AFPM: Reckless, Revisionist Statement and Jury Verdict are Proof Oil Companies Cannot Be Trusted with this Nation's Energy Future**

(April 11, 2013) WASHINGTON — Following a reckless, revisionist statement by the American Fuel and Petroleum Manufacturers Association (AFPM) attempting to compare the recent New Hampshire MTBE lawsuit loss by the oil industry to E15, Bob Dinneen, President and CEO of the Renewable Fuels Association, emphatically responded:

"AFPM and the oil companies are living in a fantasy parallel universe if they think they can revise history to tarnish E15 and the RFS. MTBE did not go through the same 211F waiver process that E15 did. MTBE did not undergo six million miles of testing like E15 did. The oil companies pushed 15 percent MTBE approval under a much less rigorous waiver process that did not require the robust emissions and drivability testing that E15 has successfully completed. Oil companies also did not conduct extensive 211(b) health effects testing prior to the registration of MTBE for commercial use. Oil companies chose MTBE over biodegradable ethanol because it was a product they produced and it increased their profits. In fact, they used MTBE to keep ethanol out of the market because the two fuels could not be used together. Unfortunately, MTBE was not compatible with the fuel distribution system. It leaked from tanks and quickly migrated to drinking water supplies. MTBE is toxic. Oil companies losing the court case in New Hampshire screams a dire warning that oil companies should not be trusted with our energy future. Oil companies have a disturbing track record of putting their monopoly ahead of innovation and progress, and their profits ahead of consumer pocketbooks. AFPM's pernicious campaign against ethanol and the RFS, as reflected in this latest attempt to blame EPA for the oil company's investment in toxic MTBE to be used as another rock to throw at America's most successful biofuel and energy policy is just the latest, sad, desperate example."



Contact:  
Christina Martin

Executive Vice President  
Renewable Fuels Association  
(202) 289-3835  
[cmartin@ethanolrfa.org](mailto:cmartin@ethanolrfa.org)

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**To:** Grundler, Christopher[grundler.christopher@epa.gov]; Argyropoulos, Paul[Argyropoulos.Paul@epa.gov]; Machiele, Paul[machiele.paul@epa.gov]; Bunker, Byron[bunker.byron@epa.gov]; Manners, Mary[manners.mary@epa.gov]; Korotney, David[korotney.david@epa.gov]  
**From:** Larry Schafer  
**Sent:** Fri 3/1/2013 9:57:38 PM  
**Subject:** Meeting Request for Friday March 8th

Chris and team EPA:

Both Gary Haer, NBB Chairman and Anne Steckel, NBB VP of Federal Affairs will be joining me in Anne Arbor next Friday, March 8 at the 2013 RVO Hearing.

While we are in your neighborhood we would like to spend a few minutes with your team (20-30 minutes) to chat briefly about the RFS program.

We don't have a grand agenda, but would like a few minutes.

Please let me know if we can arrange a brief meeting.

Thanks

-----  
Larry Schafer

National Biodiesel Board

O: 202.737.8801

M: 202.997.8072

[LSchafer@Biodiesel.org](mailto:LSchafer@Biodiesel.org)  
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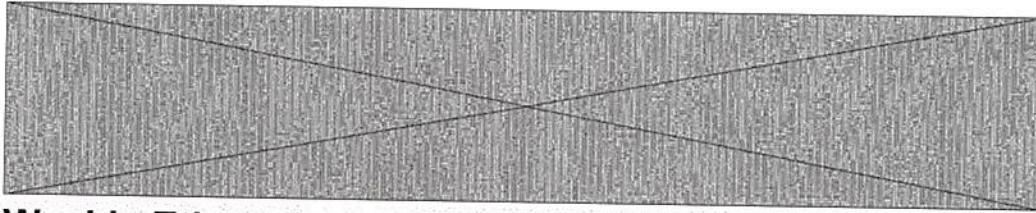
[www.americasadvancedbiofuel.com](http://www.americasadvancedbiofuel.com)

1331 Pennsylvania Ave. NW

Suite 505

Washington DC 20004

**To:** Machiele, Paul[machiele.paul@epa.gov]  
**From:** Geoff Cooper  
**Sent:** Thur 2/21/2013 5:49:45 PM  
**Subject:** Weekly Ethanol Production for 2/15/2013



## Weekly Ethanol Production for 2/15/2013

Good afternoon,

Here is the weekly ethanol production data for the week ending 2/15/2013.

According to EIA data, ethanol production averaged 797,000 barrels per day (b/d) — or 33.47 million gallons daily. That is up 8,000 b/d from the week before and the highest rate of output in six weeks. The four-week average for ethanol production stood at 783,000 b/d for an annualized rate of 12.00 billion gallons.

Stocks of ethanol stood at 19.5 million barrels, unchanged from last week.

Imports of ethanol showed 21,000 b/d.

Gasoline demand for the week averaged 354.4 million gallons daily.

Expressed as a percentage of daily gasoline demand, daily ethanol production was 9.45%, the second -highest of the year.

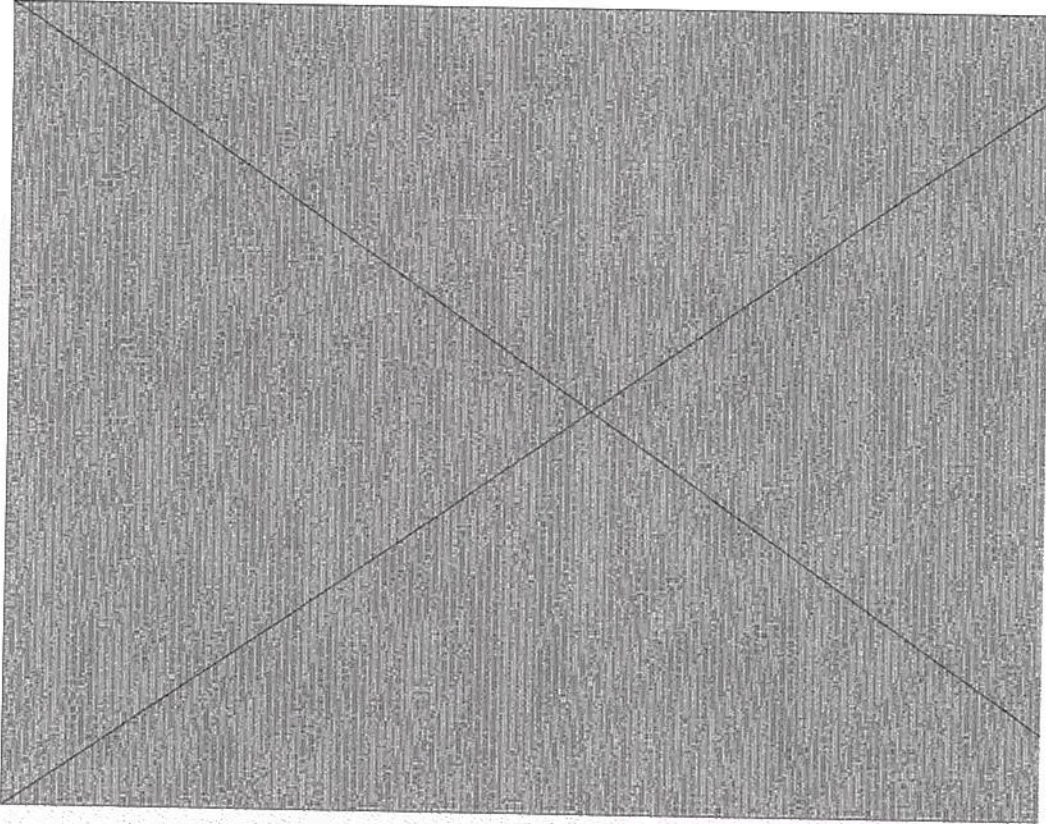
On the co-products side, ethanol producers were using 12.084 million bushels of corn to produce ethanol and 88,948 metric tons of livestock feed, 79,298 metric tons of which were distillers grains. The rest is comprised of corn gluten feed and corn gluten meal. Additionally, ethanol producers were providing 4.15 million pounds of corn oil daily.

If you have any questions, please let us know.

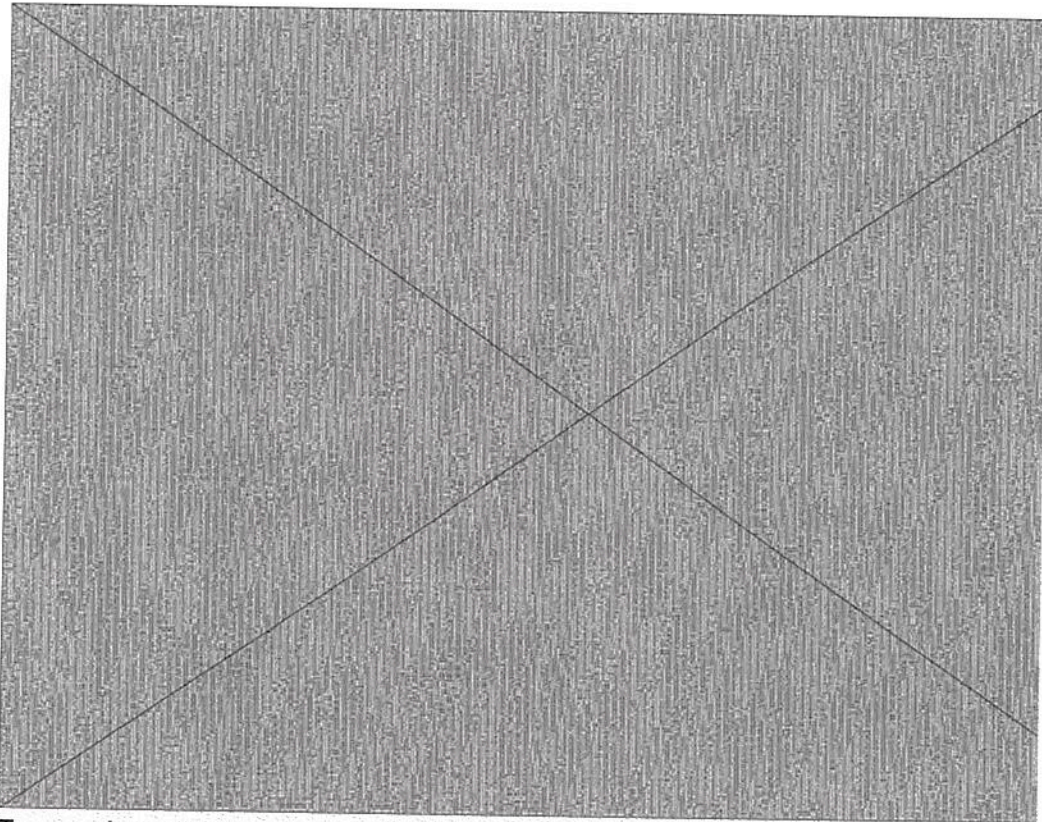
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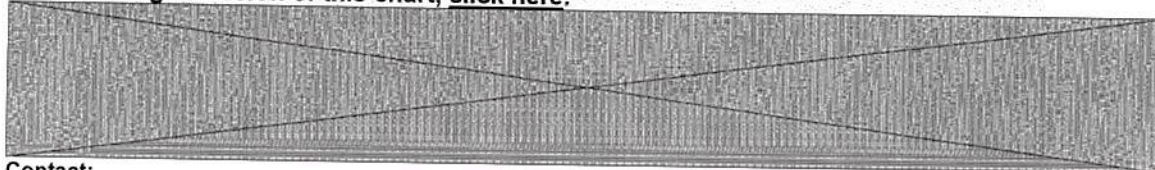
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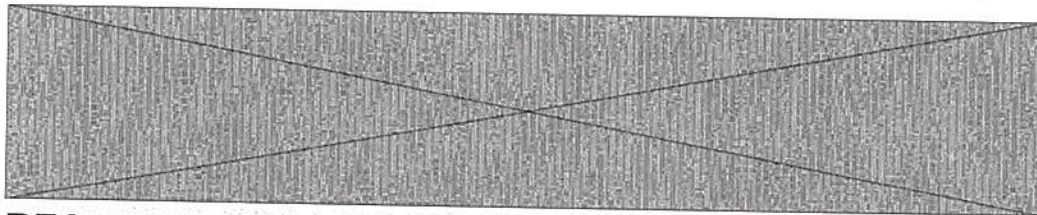
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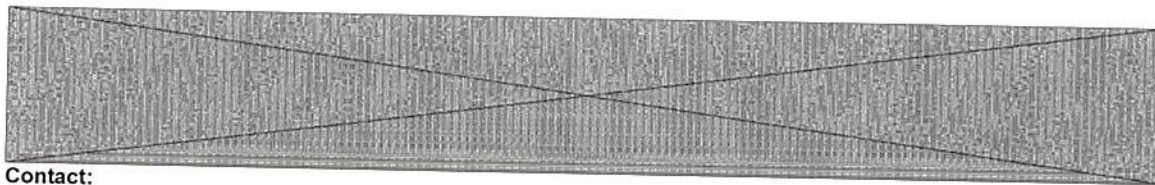
**To:** Machiele, Paul[machiele.paul@epa.gov]  
**From:** Christina Martin  
**Sent:** Thur 2/21/2013 4:13:01 PM  
**Subject:** RFA on E15 Supreme Court Challenge: Gas Prices Rising to Pay for Unnecessary Lawsuits?



## **RFA on E15 Supreme Court Challenge: Gas Prices Rising to Pay for Unnecessary Lawsuits?**

Commenting on the decision by API and GMA to appeal the E15 case to the Supreme Court, Bob Dinneen, president and CEO of the Renewable Fuels Association, said:

“Good luck with that. We now know why gas prices keep going up and up – to fund unnecessary Big Oil lawsuits to protect their monopoly on the fuel market. I wonder if food prices will spike as well to cover the cost of this Supreme Court challenge?”



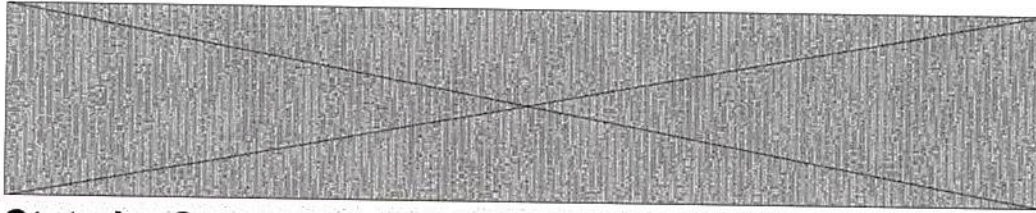
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To: Machiele, Paul[machiele.paul@epa.gov]  
From: Christina Martin  
Sent: Thur 2/21/2013 3:32:17 PM  
Subject: State by State, US Ethanol Industry Creating Jobs & Economic Opportunities



## State by State, US Ethanol Industry Creating Jobs & Economic Opportunities

(February 21, 2013) Washington, D.C. – Today, the Renewable Fuels Association (RFA) released a state-by-state update to the “Contribution of the Ethanol Industry to the Economy of the United States,” an economic impact analysis performed by Cardno ENTRIX. The original report, released earlier this month at RFA’s National Ethanol Conference, found that the industry has supported over 383,000 direct and indirect and induced jobs across all sectors of the economy last year. The industry contributed \$43.3 billion to GDP and \$30.2 billion in household income.

Commenting on the state-by-state breakout, Bob Dinneen, RFA’s president and CEO, said, “It is clear that the ethanol industry is a powerful economic driver. We are successfully creating job and economic opportunities in a tough economy. Not only are we helping revitalize rural communities across this country, we are positively impacting states outside of the Corn Belt. We are building ethanol refineries and hiring staff for newly operational plants across this nation. We are becoming an economic engine coast to coast, border to border. This economic momentum should not be jeopardized by tampering with the Renewable Fuel Standard (RFS). The RFS is a proven success when it comes to creating jobs, increasing American energy independence, and improving the environment. Don’t mess with the RFS.”

The top ten states experiencing the economic benefits of having ethanol plants operating locally are:

State	Jobs (Direct, indirect, induced)
Iowa	63,532
Illinois	54,083
Nebraska	48,402
Minnesota	34,784
Indiana	25,350
South Dakota	22,970
Wisconsin	15,591
Ohio	15,167
Kansas	13,043
North Dakota	7,810

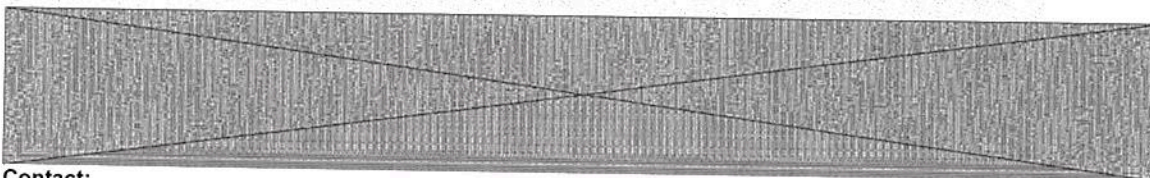
Sample states falling outside the traditional Corn Belt include:

State	Jobs (Direct, indirect, induced)
-------	----------------------------------

Texas	5,696
Colorado	4,829
Tennessee	4,039
Pennsylvania	3,263
New York	3,210
California	2,147

For a full list of states please see the Cardno ENTRIX update, [here](#).

For an [infographic](#) demonstrating the types of jobs and industry sectors positively impacted by the ethanol industry, please visit [www.EthanolRFA.org](http://www.EthanolRFA.org).



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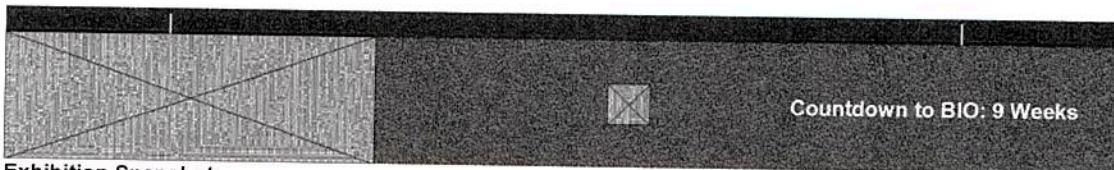
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To: Machiele, Paul[machiele.paul@epa.gov]  
From: Wendy Siminski  
Sent: Tue 2/19/2013 7:12:02 PM  
Subject: 9 Week Countdown to BIO: Super Sessions



**Exhibition Snapshot:**

**Business Services**

Booth	Company
5117	<a href="#"><u>Burg Translations, Inc.</u></a>
5017	<a href="#"><u>Brand Institute Inc.</u></a>
5122	<a href="#"><u>Marks &amp; Clerk Intellectual Property Services</u></a>
4920	<a href="#"><u>WTS Patent Attorneys</u></a>
4922	<a href="#"><u>Morningside Translations</u></a>
4817	<a href="#"><u>Commissioning Agents, Inc.</u></a>

**Contract Services**

Booth	Company
2073	<a href="#"><u>Senn Chemicals AG</u></a>
2070	<a href="#"><u>Corden Pharma</u></a>
2467	<a href="#"><u>Lonza</u></a>
1467	<a href="#"><u>Fujifilm Diosynth Biotechnologies</u></a>
2270	<a href="#"><u>ALMAC</u></a>
2074	<a href="#"><u>PolyPeptide Group</u></a>

**In this issue: Super Sessions**

Tuesday & Wednesday, April 23 & 24

[Ernst & Young's Beyond Borders Report 2013](#)

[Burrill State-of-the-Industry Report](#)

[Innovative Innovation: New Partners, New Partnerships](#)

[Affordable Care Act is Here to Stay](#)

[The Return of the Pipeline Deal](#)

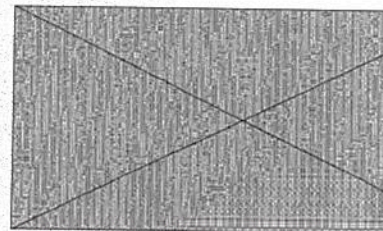
[Scientific American Worldview](#)

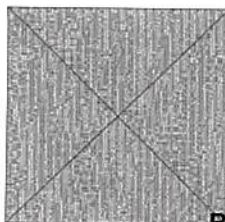
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**Key metrics on the industry's performance.**

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Moderators: Glen Giovannetti, Partner and Global Biotechnology Leader, Ernst & Young; Gautam Jaggi, Senior Manager and Editor, Beyond Borders and Progressions, Ernst & Young

Speakers: Brian Edelman, Vice President, Corporate Finance and Investment Banking, Eli Lilly and Company; John A. Orwin, Chief Executive Officer, Affymax, Inc.; Denise Pollard-Knight, Managing Director, Phase4 Ventures

### **Burnt State of the Industry Report**

What is the role of innovation in addressing global problems - and how can we fund it?

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**Innovative Innovation, New Partners, New Partnerships**

R&D initiatives that will reduce the cost and time it takes to go from concept to cure.

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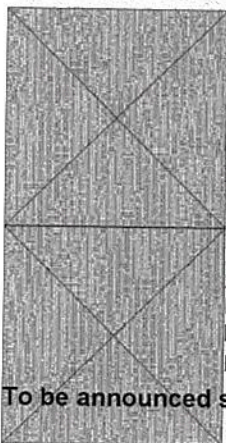
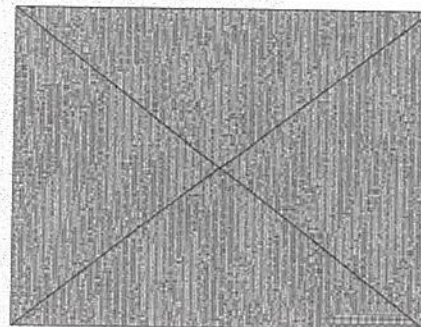


Moderator: Margaret Anderson, Executive Director, FasterCures

Speakers: Christopher Austin, MD, Director, National Center for Translational Sciences (NCATS), National Institutes of Health (NIH); Ronald DePinho, MD, President, The University of Texas MD Anderson Cancer Center; Dale Edgar, Lilly Distinguished Research Fellow, Science and Technology Partnerships, LRL, Eli Lilly & Company

### **Register by March 1**

Partnering opens March 1. Register for partnering this week and receive an exclusive invitation to a BIO VIP reception.



### **Affordable Care Act is Here to Stay**

Learn about the future of biotechnology under ACA.

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Moderator: Peter S. Greenleaf, MedImmune/AstraZeneca

**The Return of the Pipeline Deal**  
National Health Council, James Stansel, Partner, Sidley Austin LLP.  
Leaders behind the next big deals discuss the future of dealmaking.

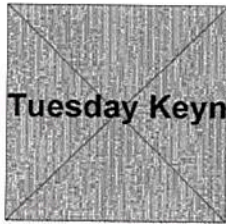
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**Scientific American Worldview**  
David Thomas, PhD, Director, Research & Industry Analysis, Biotechnology Industry Organization

Moderator: Fareed Zakaria, CNN host, Editor-at-Large of TIME Magazine,

To be announced soon! Check [convention.bio.org](http://convention.bio.org)



Industry luminaries discuss the future of global innovation.

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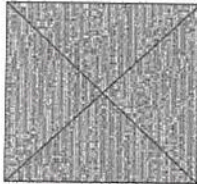
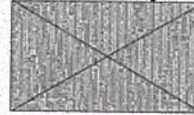


**Tuesday Keynote, April 23, 12 – 2 pm**

Washington Post columnist and New York Times bestselling author

for updates.

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**Preceding Tuesday's Keynote:**

**State of the Industry Address**

James C. Greenwood

President & CEO Biotechnology Industry Organization

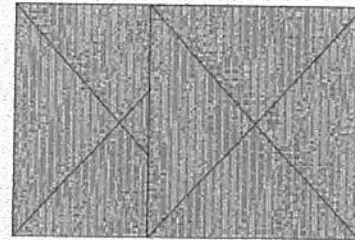
**Wednesday Keynote, April 24, 12 – 2 pm**

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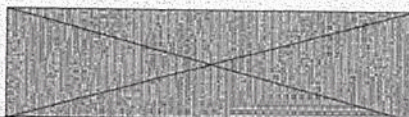
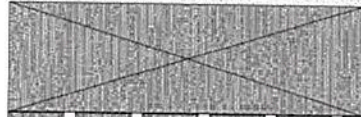


Debt, Taxes, Government Services and Politics—Is There a Way Out?

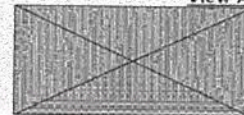
A Conversation with the co-chairs of President Obama's National Commission on Fiscal Responsibility and Reform.



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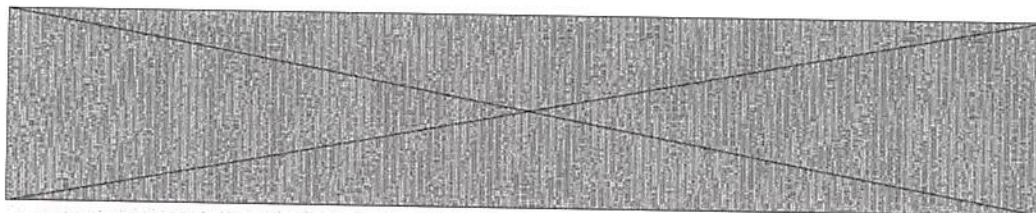
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To: Machiele, Paul[machiele.paul@epa.gov]  
From: Christina Martin  
Sent: Tue 2/19/2013 4:15:20 PM  
Subject: Joint Statement: EU Tariff is Unprecedented, Unfounded — Will be Challenged



## Joint Statement: EU Tariff is Unprecedented, Unfounded — Will be Challenged

(February 19, 2013) WASHINGTON — The European Commission (EC) is officially imposing a \$83.03 per metric ton tariff on U.S. ethanol entering the European Union (EU). Commenting on the publishing of the decision, the Renewable Fuels Association (RFA) and Growth Energy (GE) issued the following statement:

“This tariff is outrageous and based on absolutely no facts or evidence of harm. An extensive investigation was conducted and there was no proof to substantiate the European Union’s protectionist claims of dumping. Imposing a country wide anti-dumping tariff is unprecedented and unfounded. This is blatant protectionism at its worst. This is absolutely not the final chapter. We will challenge this policy in every manner possible.”

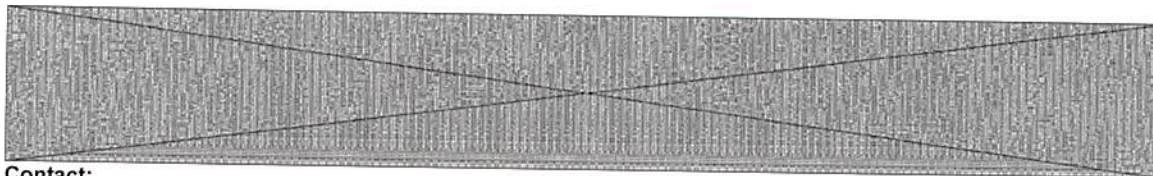
### *About the Renewable Fuels Association*

*The RFA is the national trade association for the U.S. ethanol industry. Since 1981, the RFA serves as the voice of the ethanol industry, providing advocacy, authoritative analysis, and important industry data to its members, Congress, federal and state government agencies, strategic partners, the media and other opinion-leader audiences. For more information, visit [www.EthanolRFA.org](http://www.EthanolRFA.org).*

### *About Growth Energy*

*Growth Energy is a group committed to the promise of agriculture and growing America’s economy through cleaner, greener energy. Growth Energy members recognize America needs a new ethanol approach. Through smart policy reform and a proactive grassroots campaign, Growth Energy promotes reducing greenhouse gas emissions, expanding the use of ethanol in gasoline, decreasing our dependence on foreign oil, and creating American jobs at home. More information can be found at [GrowthEnergy.org](http://GrowthEnergy.org).*

Press contact: Michael Frohlich at (202) 545-4000 or [MFrohlich@growthenergy.org](mailto:MFrohlich@growthenergy.org).



Contact:  
Christina Martin  
Executive Vice President  
Renewable Fuels Association  
(202) 289-3835  
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